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April 29, 2022

VIA ELECTRONIC FILING

The Honorable Jocelyn G. Boyd
Chief Clerk/Executive Director
Public Service Commission of South Carolina
101 Executive Center Drive, Suite 100
Columbia, SC 29210

Re: **Joint Application of Duke Energy Carolinas, LLC and Duke Energy Progress, LLC for Approval of Electric Vehicle Supply Equipment Program**
Docket No. 2022-____-E

Dear Ms. Boyd:

In accordance with S.C. Code Ann § 58-27-820, S.C. Code Ann. Regs. 103-823, and other applicable rules and regulations of the Public Service Commission of South Carolina, Duke Energy Carolinas, LLC and Duke Energy Progress, LLC (collectively, the "Companies") hereby submit the enclosed Joint Application for Approval of the Electric Vehicle Supply Equipment program for the Commission's approval. The Companies are seeking approval of this Application without notice or a hearing pursuant to S.C. Code Ann. § 58-27-870(F).

A copy of this application is being provided to the Office of Regulatory Staff.

Sincerely,

Katie M. Brown

Enclosure

cc: Nanette Edwards, Office of Regulatory Staff
Dawn Hipp, Office of Regulatory Staff
Andrew Bateman, Office of Regulatory Staff

BEFORE
THE PUBLIC SERVICE COMMISSION OF
SOUTH CAROLINA
DOCKET NO. 2022-_____- E

In Re:	)	
	)	
Joint Application of Duke Energy Carolinas, LLC and Duke Energy Progress, LLC for Approval of Electric Vehicle Supply Equipment Program	)	**DUKE ENERGY CAROLINAS, LLC'S AND DUKE ENERGY PROGRESS, LLC'S JOINT APPLICATION FOR APPROVAL OF EVSE PROGRAM**

Duke Energy Carolinas, LLC ("DEC") and Duke Energy Progress, LLC ("DEP" and together with DEC, the "Companies"), pursuant to S.C. Code Ann. § 58-27-820, S.C. Code Ann. Regs. 103-823, and other applicable rules and regulations of the Public Service Commission of South Carolina (the "Commission"), hereby apply to the Commission for approval of the Companies' Electric Vehicle Supply Equipment ("EVSE") program and respective tariffs (the "Program"), which the Companies propose to make available to their South Carolina customers within 60 days of Commission approval of this Joint Application.

The Program is essentially a charger "rental" program that provides customers—residential and non-residential—with the ability to select a charger to be installed for a flat amount each month, including maintenance. The Program would make it easier for residential and non-residential customers to acquire electric vehicle charging equipment, or EVSE, by treating EVSE similar to outdoor lighting through bundling costs into an all-in rate for the equipment and maintenance and allowing customers to choose among multiple vendor options and a wide product selection. The Program will make EVSE more easily accessible to customers who need to obtain

EVSE because the Companies will own and install the infrastructure, and the rates will include maintenance, and annual software networking fees, as applicable.

The request for relief set forth within this Joint Application would not involve a change to any of the Companies' retail rates or prices at this time or require any change in any Commission rule, regulation, or policy. Accordingly, neither notice to the public at-large, nor a hearing is required regarding this Joint Application.

In support hereof, the Companies respectfully show the following:

Background and Introduction

The magnitude of change brought on by vehicle electrification requires a comprehensive and multi-faceted approach. The Companies' plan focuses on two key aspects: simplifying EV adoption for South Carolina customers and proactively readying the grid for growth from vehicle electrification. The Companies' EVSE program, as proposed herein, and the separately-filed Make Ready Credit Program ("MRC") are foundational to both.

- ***Simplifying Adoption for South Carolina Customers***

For many customers, the prospect of charging at the home is daunting. The installation of a 240-volt plug can be complex; in fact, many customers have likely never seen one. In addition, the selection and purchase of a 240-volt charger are potential barriers that may cause South Carolina customers to shy away from an EV purchase. The MRC and EVSE programs are specifically designed to allay these concerns.

Another barrier exists for multifamily dwellings. The benefits of home charging are a key driver in EV adoption, but this benefit is more challenging to achieve for multifamily dwelling customers. In designing the MRC and EVSE programs, one of the most important use cases the Companies considered was service for apartment and condominium complexes. The programs

simplify and make more affordable the installation of EVSE equipment in parking lots. In fact, the process is somewhat similar to providing parking lot lighting. Marketing programs will be tailored to apartment complex owners and condominium associations to assure customers can take advantage of electric vehicle adoption.

Similar concerns exist for small and medium businesses with fleets of vehicles. Startup capital for the EVSE equipment and associated behind the meter make ready wiring are barriers to adoption. The MRC and EVSE programs provide options to address both.

- ***Proactively Readying the Grid for Growth from Vehicle Electrification***

Energy sales growth from vehicle electrification can be beneficial for South Carolina customers, but that growth must be actively managed to assure the greatest benefits for all customers. Managed charging is a term that encompasses multiple options for the utility to smooth charging load to reduce the need for infrastructure growth at all levels. Examples include Time-of-Use Rates, Off-Peak Charging Credits, Demand Response Programs, Vehicle to Home/Grid, and Subscription Rates with managed charging. Duke Energy's South Carolina Off-Peak Charging Credit program has already demonstrated that customers are open these options.

The MRC and EVSE programs are foundational to managed charging. At the single-family home and multifamily level, where the majority of charging will occur, 240-volt charging is important to successful managed charging. Charging at 240 volts lends much greater flexibility than 120-volt charging, and this flexibility is key for successful managed charging. Additionally, the best time to market managed charging options is when customers are leveraging the MRC and EVSE programs to begin their electric vehicle transition. Duke Energy is currently exploring multiple managed charging options for South Carolina customers that enable load flexibility for the grid and make sense for a wide array of customers.

Large scale fleet electrification will affect South Carolina, and the Companies are preparing for that growth today. The Companies believe that customers will benefit from this growth, but a proactive approach is required to assure the needs are met in the most cost-effective fashion. Although still early in development, the Companies are considering a multi-prong approach to fleet electrification in South Carolina. Options include proactive grid upgrades in concentrated locations (i.e., in and around airports), a streamlined customer experience for fleet customers, creative rate design, and Distributed Energy Resource and energy storage options. The MRC and EVSE programs can also be leveraged by large fleet customers in their EV transition, making South Carolina a preferred location for large delivery companies to start their conversions.

The Companies will continue to engage with stakeholders across the state to assess customer needs and build out these offerings, which will complement the MRC and EVSE programs.

Description of the Companies

1. DEP and DEC are engaged in the generation, transmission, distribution, and sale of electricity at retail to the public. The Companies also sell electricity at wholesale to municipal, cooperative and investor-owned electric utilities and such wholesale sales are subject to the jurisdiction of the Federal Energy Regulatory Commission. DEC and DEP are public utilities under the laws of South Carolina and are subject to the jurisdiction of the Commission with respect to their operations in this State. The Companies are also authorized to transact business in the State of North Carolina and are public utilities under the laws of that State. Accordingly, their operations are also subject to the jurisdiction of the North Carolina Utilities Commission.

Name and Address of the Companies

2. The general office of Duke Energy Carolinas, LLC is located at 526 South Church Street, Charlotte, North Carolina 28202. The general office of Duke Energy Progress, LLC is located at 410 South Wilmington Street, Raleigh, North Carolina 27601.

Notices and Communications

3. The attorneys for the Companies, to whom all notices and other communications with respect to this Joint Application should be sent, are:

Samuel J. Wellborn, Associate General Counsel
Katie Brown, Counsel
Duke Energy Corporation
40 W. Broad Street, Suite 690
Greenville, South Carolina 29601
Tel: 864.370.5296
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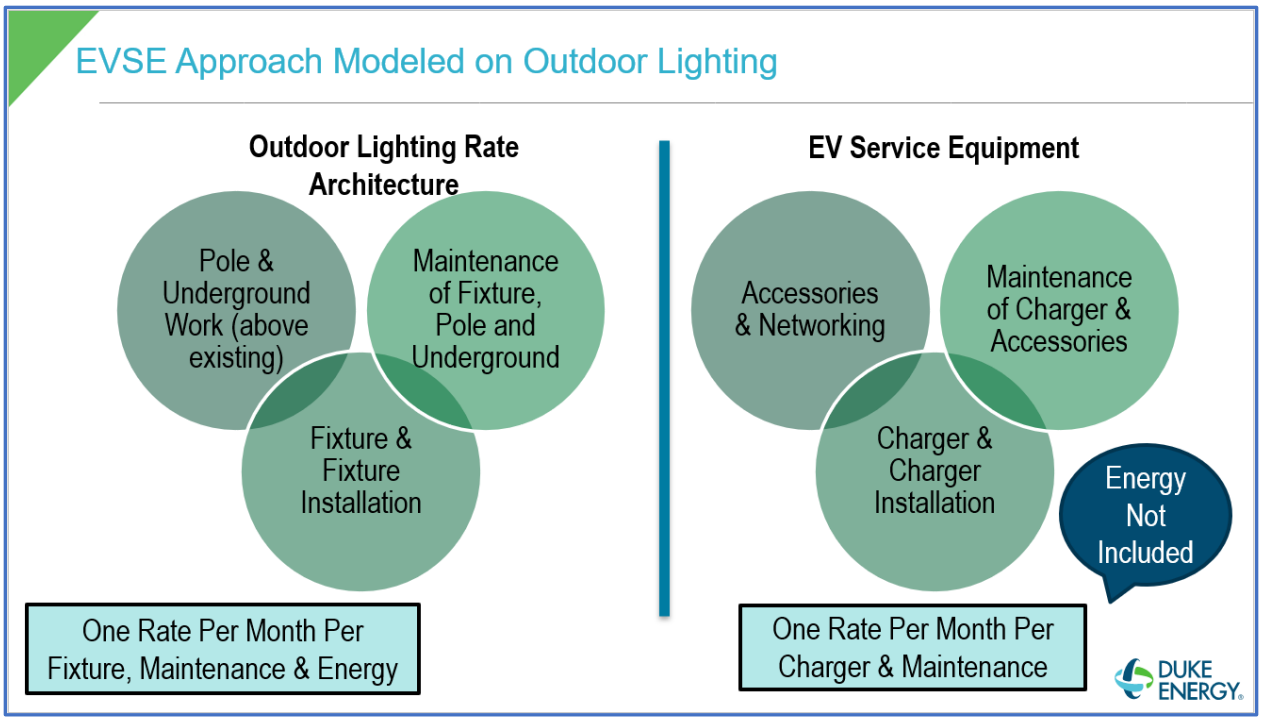
katie.brown2@duke-energy.com

EVSE Program Design

4. As noted above, the intent of the Program is to make it easier for residential and non-residential customers to obtain electric vehicle charging equipment, or EVSE. The design of the Program is similar to the Companies' Commission-approved outdoor lighting programs in that the associated costs are tracked in a separate tariffs and billed through an all-in monthly rate for the equipment and maintenance, and also, customers would be allowed to choose among multiple vendor and product options based upon their specific needs. The Companies will own and install the necessary infrastructure, removing the capital barrier for customers who need to obtain EVSE, and participants will benefit from the Companies' expertise in selecting EV charger power levels, quantities, features, and functions. Once installed, the charging station will be customer operated.

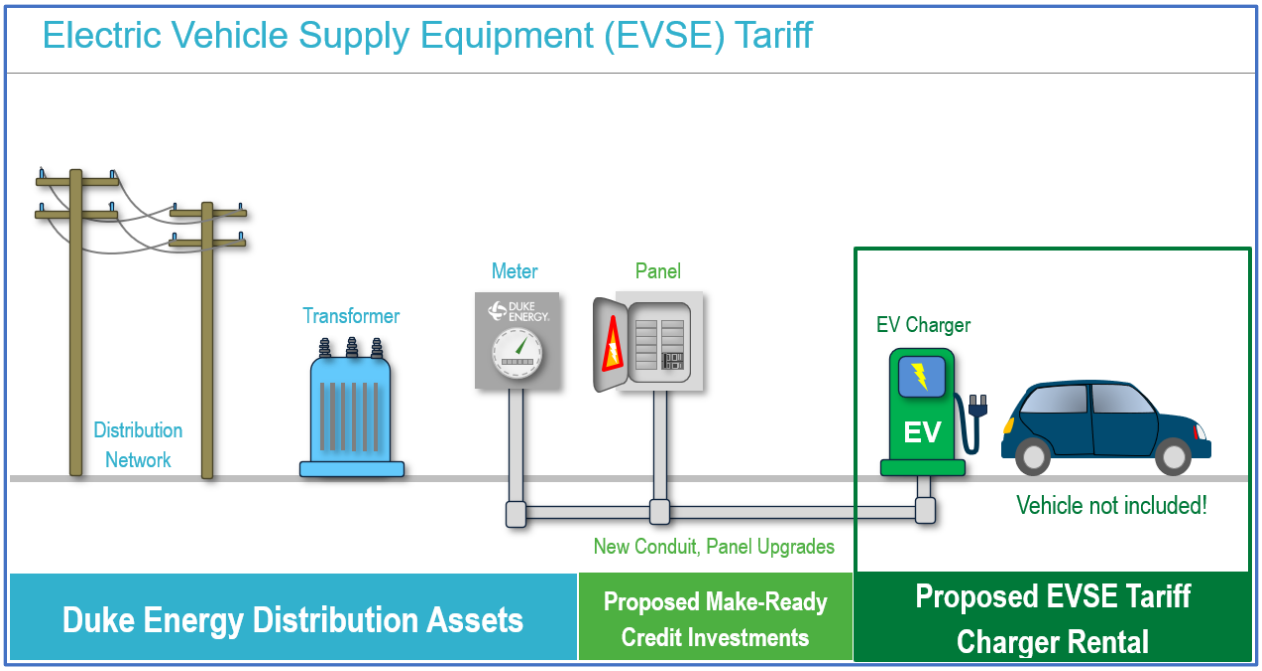
Because the rates include equipment, maintenance, and annual software networking fees, as applicable, the potential maintenance hassle is eliminated.

5. The EVSE Program is similar in structure to the Companies' outdoor lighting programs, as shown in the diagram below. The Companies' outdoor lighting programs receive separate class treatment and have unique costs to serve, which are adjusted during base rate cases. With outdoor lighting, standard fixtures, poles, and other products may be added to the tariffs at any time with Commission approval. However, the Companies are permitted to provide decorative and non-standard products under the extra facilities fee calculations, which broadens product selection and customer choice. The Companies' outdoor lighting programs allow for low upfront cost for customers and an all-in rate to cover the equipment and maintenance, which makes lighting simple and affordable for customers. Similarly, the Program proposed herein allows for low upfront cost, or often no upfront cost, which makes EVSE installation more affordable for customers. New chargers can be added to the tariffs at any time with Commission approval or as extra facilities for non-standard equipment. Additionally, like outdoor lighting, the EVSE Tariff allows for multiple vendor and product options.



6. Under the Program, customers will be billed for installations of standard equipment on the customer's side of the meter. The rates include equipment, maintenance, and annual software networking fees, as applicable, but do not include the monthly charges for extra facilities associated with the Companies' Service Regulations and/or Line Extension Plans, monthly energy usage, electrical panel or wiring make-ready costs, costs for work on the Companies' side of the meter, non-standard equipment, or any contribution required under the EVSE Tariff. Election to participate in the Program does not preclude customers from receiving electricity service under any applicable rate schedule. However, the Companies may provide additional programs and/or services to help customers manage charging during off-peak hours. Level 2 EVSE is available to both residential and non-residential customers, while fast charge EVSE is only available to non-residential customers. The proposed tariffs for the DEC and DEP programs are attached hereto as Exhibits 1-A and 1-B. A summary of the proposed EVSE Tariff rates is attached hereto as Exhibit 2.

7. The following diagram shows how the EVSE Program aligns with the Companies' pending Make Ready Credit Program and existing distribution assets. Notably, however, customers do not have to participate in the EVSE Program to participate in the Make Ready Credit Program, thus allowing customers to pursue additional EVSE ownership models outside of the EVSE Tariff.



8. The Companies are requesting approval for full commercialization of this Program for several reasons. First, the EVSE Program will offer customers a worry-free, affordably priced charger rental service where the Companies own, manage, and maintain the equipment throughout its lifetime, including replacements, as needed. This service is designed for customers who do not want the responsibility of purchasing and maintaining EVSE for themselves and who are interested in minimizing their upfront expenses. Second, the costs for the EVSE Program affect only those customers who voluntarily participate in the Program – not all of the Companies' respective customers. Third, studies show that the lack of charging infrastructure results in reversion back to

gas because charging may be viewed as a hassle.[1] If there is to be long-term success with electrification, there must be robust EVSE infrastructure in place with a long-term commitment to provide assurance to customers that charging infrastructure is available and stable. The Companies are in a unique position to support the deployment of EVSE and maintain it, as they do for other distribution assets such as outdoor lighting. Finally, affordable EVSE supports transportation equity. As seen with other technology deployments such as broadband, private investment fails to advance as quickly in rural and low-income areas. The Companies serve all customers equally, thus allowing for equal access to acquire EVSE at an affordable price.

9. The Companies' request set forth in this Joint Application would not involve a change to any of DEC's or DEP's retail rates or prices at this time or require any change in any Commission rule, regulation, or policy. Assuming sufficient customer participation, projected revenues received through the EVSE Tariff are expected to cover the costs of the proposed Program. Accordingly, pursuant to S.C. Code Ann. § 58-27-870(F), the Companies submit that a hearing is not required regarding this Joint Application.

Conclusion

As described herein, the EVSE Program is designed to remove or lower upfront costs and long-term maintenance barriers to entry for consumers and business owners seeking EV charging hardware, to enable customer choice among brands and products ensuring customers have the flexible EVSE features and configurations to meet their needs, and to ensure that non-participating customers do not bear the costs of the Program.

WHEREFORE, the Companies respectfully request that the Commission:

1. Approve the Companies' Electric Vehicle Supply Equipment Program.

[1] Hardman, S., Tal, G. Understanding discontinuance among California's electric vehicle owners. *Nat Energy* 6, 538–545 (2021).

2. Find that the EVSE Program may be put into effect without hearing pursuant to the provisions of S.C. Code Ann. § 58-27-870(F).
3. Grant such other and further relief as the Commission deems just and reasonable in furtherance of the public interest.

Respectfully submitted this 29th day of April 2022.

s/Katie Brown
Samuel J. Wellborn, Associate General Counsel
Katie Brown, Counsel
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Counsel for Duke Energy Carolinas, LLC and Duke Energy Progress, LLC

EXHIBIT 1-A

SCHEDULE EVSE
Electric Vehicle Service Equipment

AVAILABILITY (South Carolina Only)
Available to the individual Customer for electric vehicle charging infrastructure at locations on the Company's distribution system. If safety, reliability, or access hinders delivery of service under this Schedule, service may be withheld or discontinued until such hindrances are remedied.

This program is available for networked or non-networked Electric Vehicle Service Equipment ("EVSE" or "Charger"). Networked EVSE contains wi-fi, cellular, or other communications capabilities to connect to the internet for communications, data gathering, and charging load management purposes by the Customer and/or the Company. The Company may provide programs and/or services to help Customers manage charging during off-peak hours.

RATE:

(A) Level 2 ("L2") EVSE

L2 charging infrastructure will be billed for installations of standard equipment installed on the Customer's side of the meter on the Company's distribution system. The rates below include equipment, maintenance, and annual software networking fees, but do not include the monthly charges for extra facilities associated with the Company's Service Regulations and/or Line Extension Plan, electrical panel/wiring make-ready costs, costs for work on the Company's side of the meter, non-standard equipment, or any contribution required under this Schedule. Internet connectivity, arranged by the Customer and at the Customer's expense, may be required for Customers to participate in certain Company programs that may be offered in conjunction with other Company tariffs. Customers may choose any applicable rate schedule for electricity service.

(1) Residential

EVSE Description	kW ranges	Mounting	EVSE Monthly Rate
Non-Networked 32A 240V EVSE, Ruggedized 25ft Cord, J1772 EV Connector	Up to 7.7 kW	Inside Wall	$14.95
Networked 32A 240V EVSE, Ruggedized 25ft Cord J1772 EV Connector, Includes Software	Up to 7.7 kW	Inside Wall	$17.28

(2) Non-Residential

EVSE Description	kW ranges	Mounting	EVSE Monthly Rate
Non-Networked 40A 240V EVSE, Ruggedized 25ft Cord, J1772 EV Connector	6 to 9.6 kW	Outside Wall	$18.08
Networked Client 40A 240V EVSE, Ruggedized 25ft Cord, J1772 EV Connector, LED Display, RFID, Includes Software	6 to 9.6 kW	Outside Wall	$75.11
Networked Gateway 40A 240V EVSE, Ruggedized 25ft Cord, J1772 EV Connector, LED Display, RFID, Includes Software	6 to 9.6 kW	Outside Wall	$87.01

(B) Direct-Current Fast Charging ("DCFC") Equipment (Non-Residential)

DCFC infrastructure will be billed for installations of standard equipment installed on the Customer's side of the meter on the Company's distribution system. The rates below include equipment, maintenance, and annual software networking fees, but do not include the monthly charges for extra facilities associated with the Company's Service Regulations and/or Line Extension Plan, electrical panel/wiring make-ready costs, costs for work on the Company's side of the meter, non-standard equipment, or any contribution required under this Schedule. Internet connectivity, arranged by the Customer and at the Customer's expense, may be required for Customers to participate in certain Company programs that may be offered in conjunction with other Company tariffs. Customers may choose any applicable rate schedule for electricity service.

SCHEDULE EVSE
Electric Vehicle Service Equipment

EVSE Description	kW range	Mounting	EVSE Monthly Rate
DCFC24 Networked with CCS-1 and CHAdeMO Cables, LED Display, RFID, Cellular Modem, Cable Management Hoister, Includes Software	24 kW	Outside Wall	$434.43
DCFC50 Networked with CCS-1 and CHAdeMO Cables, High Resolution Touch Screen Display, RFID, Cellular Modem, Cable Management Hoister, Includes Software	50 kW	Customer's Pad	$669.79
DCFC75 Networked with CCS-1 and CHAdeMO Cables, High Resolution Touch Screen Display, RFID, Cellular Modem, Cable Management Hoister, Includes Software	75 kW	Customer's Pad	$935.69
DCFC100 Networked with CCS-1 and CHAdeMO Cables, High Resolution Touch Screen Display, RFID, Cellular Modem, Cable Management Hoister, Includes Software	100 kW	Customer's Pad	$1,324.08
DCFC150 Networked with CCS-1 and CHAdeMO Cables, High Resolution Touch Screen Display, RFID, Cellular Modem, Cable Management Hoister, Includes Software	150 kW	Customer's Pad	$1,614.97

(C) Pedestal or Pole Mounting

A special EVSE pedestal or pole is any Company-owned pedestal or pole installed as a part of an electric vehicle charging system and on which no other Company overhead distribution facilities are installed. A Customer may choose to integrate electric vehicle charging infrastructure with facilities that provide outdoor lighting services pursuant to the provisions contained within the Company's outdoor lighting service tariffs.

Mounting Description	Monthly Mounting Rate
Level 2 – Outdoor EVSE Mount (Residential)	$6.70
Level 2 – Universal Pedestal (Non-Residential)	$16.47
30ft Standard Wood Pole (Non-Residential)	$7.22
Protective Concrete Bollard (Non-Residential)	$8.15
Cable Management Hoister (Non-Residential)	$13.74

(D) Make-Ready Upgrades

To receive service under this Schedule, Customers may need to upgrade their electrical panel/wiring on the Customer's side of the meter prior to the installation of L2 and/or DCFC infrastructure. The EVSE Monthly Rate listed does not include estimated electrical panel/wiring make-ready costs.

For L2 and/or DCFC electrical panel/wiring upgrades, a one-time non-refundable contribution will be made by the Customer for the costs above any make-ready incentives the Company may offer, and the Customer has applied for and received. The electrical panel/wiring upgrades on the Customer's side of the meter remain the property of the Customer.

Wiring upgrades on the Company's side of the meter are subject to the Company's Line Extension Policy.

SCHEDULE EVSE
Electric Vehicle Service Equipment

(E) Extra Facilities

In addition to the EVSE Monthly Rate, Customer shall pay an Extra Facilities charge when distribution facilities are requested that exceed distribution facilities normally supplied by the Company to render charging service. Customer shall pay an Extra Facilities charge of 1.0 percent per month, but not less than $25 per month, of the estimated original installed cost of the Extra Facilities. Extra Facilities that are above normal include, but are not limited to, the following:

- Any distribution transformer and/or primary conductor extension.
- Installing underground circuit to deliver energy service to the EVSE.
- Distribution-related work before the point of delivery as defined in the Company's Service Regulations.

(F) EVSE Extra Facilities

In addition to the EVSE Monthly Rate, Customer shall pay an EVSE Extra Facilities charge when facilities are requested that exceed EVSE facilities normally supplied by the Company to render charging service. EVSE Extra Facilities are defined as EVSE-related facilities that are optional services chosen by the Customer to customize EVSE operation. Customer shall pay an EVSE Extra Facilities charge of 1.9 percent per month of the estimated original installed cost of the EVSE Extra Facilities. EVSE Extra Facilities that are above normal include, but are not limited to, the following:

- Non-standard EVSE not included in the EVSE Monthly Rate provision above. The EVSE Extra Facilities shall be the difference between the estimated installed cost of the non-standard EVSE and the estimated installed cost of the equivalent standard EVSE.
- Extra Cords.
- Any special EVSE mounting facilities not included in the Monthly Mounting Rate or provided for in the EVSE Monthly Charge.

(G) Non-Refundable Contribution

- If conditions require the use of materials and methods of installation other than the Company's experimental materials and methods under this program, the Customer will contribute additional cost. Experimental materials and methods are those that are reasonably necessary to delivery service as described in the provisions above.
- The Customer will contribute the estimated cost of installing cables and conduit under paved or landscaped surface areas; however, Customer may cut and replace the pavement or surface in lieu of making the contribution.
- Service supplied under the Monthly Rates listed above does not include the conversion of existing overhead circuits to underground. Should the Customer desire such a conversion under this Schedule, the Customer shall pay, in addition to the applicable contribution and charges herein, the estimated net investment depreciated, plus removal costs, less salvage value of the overhead conductor being removed.

EXPLANATORY NOTES AND OTHER CHARGES

(1) The Company will readily maintain, as soon as practical, the EVSE during working hours (7 AM to 7 PM) following notification by the Customer. After hours service is available from 7 PM to 7 AM at a cost of $77 per trip.
(2) At the request of the Customer, the Company shall remove or move L2 EVSE, as required by the Customer, at a cost of $77 per removal/move for residential Customers or $117 per removal/move for non-residential Customers. Due to the varied cost of DCFC EVSE, the Company will perform a cost of removal/move calculation based on actual costs to remove/move DCFC EVSE to determine applicable charges.
(3) The installation of EVSE shall be in a location that is readily accessible by the Company truck to support installation and maintenance of Company facilities. The Company reserves the right to refuse service if is not physically feasible to offer service and/or maintain charging equipment.
(4) The Customer owns any electrical panel/wiring on the Customer's side of the meter. The Company does not warrant any electrical panel/wiring make-ready work on the Customer's side of the meter.

GENERAL

Service rendered under this Schedule is subject to the provisions of the Company's Service Regulations filed with the state regulatory commission.

SCHEDULE EVSE
Electric Vehicle Service Equipment

SALES TAX

To the above charges will be added any applicable South Carolina Sales Tax.

PAYMENT

Bills under this Schedule are due and payable on the date of the bill at the office of the Company. Bills are past due and delinquent on the twenty-fifth (25th) day after the date of the bill. If any bill is not so paid, the Company has the right to suspend service. In addition, all bills not paid by the twenty-fifth (25th) day after the date of the bill shall be subject to a one percent (1%) overdue payment charge on the unpaid amount. This overdue payment charge shall be rendered on the following month's bill, and it shall become part of, and be due and payable with, the bill on which it is rendered.

CONTRACT PERIOD

The original term of contract may be from a minimum of three (3) years to a maximum of eight (8) years. Contracts will continue after the original term until terminated by either party on thirty days' written notice. The Customer may amend or terminate the Agreement before the expiration of the initial Contract Period by paying to the Company a sum of money equal to 40% of the monthly bills which otherwise would have been rendered for the remaining term of the initial Contract Period. The Company may require a deposit not to exceed two (2) months of the revenue for the original term. The deposit will be returned at the end of the original term, provided the Customer has met all provisions of the contract. Minimum term of contract for specific situations shall be:

(a) Three years for Level 2 charging infrastructure installed at a residence and designated by the Company as standard or non-standard equipment.
(b) Four years for Level 2 charging infrastructure at a location other than a residence and designated by the Company as standard or non-standard equipment.
(c) Eight years for DCFC infrastructure installed and designated by the Company as standard or non-standard.

SCHEDULE EVE-1
Electric Vehicle Service Equipment

AVAILABILITY

Available to the individual Customer for electric vehicle charging infrastructure at locations on the Company's distribution system. If safety, reliability, or access hinders delivery of service under this Schedule, service may be withheld or discontinued until such hindrances are remedied.

This program is available for networked or non-networked Electric Vehicle Service Equipment ("EVSE" or "Charger"). Networked EVSE contains wi-fi, cellular, or other communications capabilities to connect to the internet for communications, data gathering, and charging load management purposes by the Customer and/or the Company. The Company may provide programs and/or services to help Customers manage charging during off-peak hours.

RATE:

(A) Level 2 ("L2") EVSE

L2 charging infrastructure will be billed for installations of standard equipment installed on the Customer's side of the meter on the Company's distribution system. The rates below include equipment, maintenance, and annual software networking fees, but do not include the monthly charges for extra facilities associated with the Company's Service Regulations and/or Line Extension Plan, electrical panel/wiring make-ready costs, costs for work on the Company's side of the meter, non-standard equipment, or any contribution required under this Schedule. Internet connectivity, arranged by the Customer and at the Customer's expense, may be required for Customers to participate in certain Company programs that may be offered in conjunction with other Company tariffs. Customers may choose any applicable rate schedule for electricity service.

(1) Residential

EVSE Description	kW ranges	Mounting	EVSE Monthly Rate
Non-Networked 32A 240V EVSE, Ruggedized 25ft Cord, J1772 EV Connector	Up to 7.7 kW	Inside Wall	$14.80
Networked 32A 240V EVSE, Ruggedized 25ft Cord, J1772 EV Connector, Includes Software	Up to 7.7 kW	Inside Wall	$17.10

(2) Non-Residential

EVSE Description	kW ranges	Mounting	EVSE Monthly Rate
Non-Networked 40A 240V EVSE, Ruggedized 25ft Cord, J1772 EV Connector	6 to 9.6 kW	Outside Wall	$17.91
Networked Client 40A 240V EVSE, Ruggedized 25ft Cord, J1772 EV Connector, LED Display, RFID, Includes Software	6 to 9.6 kW	Outside Wall	$74.57
Networked Gateway 40A 240V EVSE, Ruggedized 25ft Cord, J1772 EV Connector, LED Display, RFID, Includes Software	6 to 9.6 kW	Outside Wall	$86.31

(B) Direct-Current Fast Charging ("DCFC") Equipment (Non-Residential)

DCFC infrastructure will be billed for installations of standard equipment installed on the Customer's side of the meter on the Company's distribution system. The rates below include equipment, maintenance, and annual software networking fees, but do not include the monthly charges for extra facilities associated with the Company's Service Regulations and/or Line Extension Plan, electrical

panel/wiring make-ready costs, costs for work on the Company's side of the meter, non-standard equipment, or any contribution required under this Schedule. Internet connectivity, arranged by the Customer and at the Customer's expense, may be required for Customers to participate in certain Company programs that may be offered in conjunction with other Company tariffs. Customers may choose any applicable rate schedule for electricity service.

EVSE Description	kW range	Mounting	EVSE Monthly Rate
DCFC24 Networked with CCS-1 and CHAdeMO Cables, LED Display, RFID, Cellular Modem, Cable Management Hoister, Includes Software	24 kW	Outside Wall	$429.64
DCFC50 Networked with CCS-1 and CHAdeMO Cables, High Resolution Touch Screen Display, RFID, Cellular Modem, Cable Management Hoister, Includes Software	50 kW	Customer's Pad	$662.40
DCFC75 Networked with CCS-1 and CHAdeMO Cables, High Resolution Touch Screen Display, RFID, Cellular Modem, Cable Management Hoister, Includes Software	75 kW	Customer's Pad	$924.93
DCFC100 Networked with CCS-1 and CHAdeMO Cables, High Resolution Touch Screen Display, RFID, Cellular Modem, Cable Management Hoister, Includes Software	100 kW	Customer's Pad	$1,308.40
DCFC150 Networked with CCS-1 and CHAdeMO Cables, High Resolution Touch Screen Display, RFID, Cellular Modem, Cable Management Hoister, Includes Software	150 kW	Customer's Pad	$1,595.61

(C) Pedestal or Pole Mounting

A special EVSE pedestal or pole is any Company-owned pedestal or pole installed as a part of an electric vehicle charging system and on which no other Company overhead distribution facilities are installed. A customer may choose to integrate electric vehicle charging infrastructure with facilities that provide outdoor lighting services pursuant to the provisions contained within the Company's outdoor lighting service tariffs.

Mounting Description	Monthly Mounting Rate
Level 2 – Outdoor EVSE Mount (Residential)	$6.62
Level 2 – Universal Pedestal (Non- Residential)	$16.30
30ft Standard Wood Pole (Non- Residential)	$4.87
Protective Concrete Bollard (Non- Residential)	$7.98
Cable Management Hoister (Non- Residential)	$13.60

SCHEDULE EVE-1
Electric Vehicle Service Equipment

(D) Make-Ready Upgrades

To receive service under this Schedule, customers may need to upgrade their electrical panel/wiring on the Customer's side of the meter prior to the installation of L2 and/or DCFC infrastructure. The EVSE Monthly Rate listed does not include estimated electrical panel/wiring make-ready costs.

For L2 and/or DCFC electrical panel/wiring upgrades, a one-time non-refundable contribution will be made by the customer for the costs above any make-ready incentives the Company may offer, and the customer has applied for and received. The electrical panel/wiring upgrades on the customer's side of the meter remain the property of the customer.

Wiring upgrades on the Company's side of the meter are subject to the Company's Line Extension Policy.

(E) Extra Facilities

In addition to the EVSE Monthly Rate, Customer shall pay an Extra Facilities charge when distribution facilities are requested that exceed distribution facilities normally supplied by the Company to render charging service. Customer shall pay an Extra Facilities charge of 1.0 percent per month but not less than $25 per month of the estimated original installed cost of the Extra Facilities. Extra Facilities that are above normal include, but are not limited to, the following:

- Any distribution transformer and/or primary conductor extension.
- Installing underground circuit to deliver energy service to the EVSE.
- Distribution-related work before the point of delivery as defined in the Company's Service Regulations.

(F) EVSE Extra Facilities

In addition to the EVSE Monthly Rate, Customer shall pay an EVSE Extra Facilities charge when facilities are requested that exceed EVSE facilities normally supplied by the Company to render charging service. EVSE Extra Facilities are defined as EVSE-related facilities that are optional services chosen by the Customer to customize EVSE operation. Customer shall pay an EVSE Extra Facilities charge of 1.9 percent per month of the estimated original installed cost of the EVSE Extra Facilities. EVSE Extra Facilities that are above normal include, but are not limited to, the following:

- Non-standard EVSE not included in the EVSE Monthly Rate provision above. The EVSE Extra Facilities shall be the difference between the estimated installed cost of the non-standard EVSE and the estimated installed cost of the equivalent standard EVSE.
- Extra Cords.
- Any special EVSE mounting facilities not included in the Monthly Mounting Rate or provided for in the EVSE Monthly Charge.

(G) Non-Refundable Contribution

- If conditions require the use of materials and methods of installation other than the Company's experimental materials and methods under this program, the customer will contribute additional cost. Experimental materials and methods are those that are reasonably necessary to delivery service as described in the provisions above.
- The customer will contribute the estimated cost of installing cables and conduit under paved or landscaped surface areas; however, Customer may cut and replace the pavement or surface in lieu of making the contribution.
- Service supplied under the Monthly Rates listed above does not include the conversion of existing overhead circuits to underground. Should the customer desire such a conversion under this

Schedule, the customer shall pay, in addition to the applicable contribution and charges herein, the

SCHEDULE EVE-1
Electric Vehicle Service Equipment

estimated net investment depreciated, plus removal costs, less salvage value of the overhead conductor being removed.

EXPLANATORY NOTES AND OTHER CHARGES

(1) The Company will readily maintain, as soon as practical, the EVSE during working hours (7 AM to 7 PM) following notification by the Customer. After hours service is available from 7 PM to 7 AM at a cost of $77 per trip.
(2) At the request of the Customer, the Company shall remove or move L2 EVSE, as required by the Customer, at a cost of $77 per removal/move for residential Customers or $117 per removal/move for non-residential Customers. Due to the varied cost of DCFC EVSE, the Company will perform a cost of removal/move calculation based on actual costs to remove/move DCFC EVSE to determine applicable charges.
(3) The installation of EVSE shall be in a location that is readily accessible by the Company truck to support installation and maintenance of Company facilities. The Company reserves the right to refuse service if is not physically feasible to offer service and/or maintain charging equipment.
(4) The customer owns any electrical panel/wiring on the customer's side of the meter. The Company does not warrant any electrical panel/wiring make-ready work on the customer's side of the meter.

GENERAL

Service rendered under this Schedule is subject to the provisions of the Company's Service Regulations filed with the state regulatory commission.

SALES TAX

To the above charges will be added any applicable South Carolina Sales Tax.

PAYMENT

Bills under this Schedule are due and payable on the date of the bill at the office of the Company. Bills are past due and delinquent on the twenty-fifth (25^{th}) day after the date of the bill. If any bill is not so paid, the Company has the right to suspend service. In addition, all bills not paid by the twenty-fifth (25^{th}) day after the date of the bill shall be subject to a one percent (1%) overdue payment charge on the unpaid amount. This overdue payment charge shall be rendered on the following month's bill, and it shall become part of, and be due and payable with, the bill on which it is rendered.

CONTRACT PERIOD

The original term of contract may be from a minimum of three (3) years to a maximum of eight (8) years. Contracts will continue after the original term until terminated by either party on thirty days' written notice. The Customer may amend or terminate the Agreement before the expiration of the initial Contract Period by paying to the Company a sum of money equal to 40% of the monthly bills which otherwise would have been rendered for the remaining term of the initial Contract Period. The Company may require a deposit not to exceed two (2) months of the revenue for the original term. The deposit will be returned at the end of the original term, provided the Customer has met all provisions of the contract. Minimum term of contract for specific situations shall be:

(a) Three years for Level 2 charging infrastructure installed at a residence and designated by the Company as standard or non-standard equipment.
(b) Five years for Level 2 charging infrastructure at a location other than a residence and designated by the Company as standard or non-standard equipment.
(c) Ten years for DCFC infrastructure installed and designated by the Company as standard or non-standard equipment.

Exhibit 2 - Summary of Proposed EVSE Tariff Rates Duke Energy Carolinas, LLC and Duke Energy Progress, LLC Docket No. 2022- - E

Level 2 – Rate Design (7-Year Asset Life)

Customer Class	Equipment Type	DEC-SC	DEP-SC
Residential	Non-Networked Inside Wall Mounted L2	$14.95	$14.80
Residential	Network Inside Wall-Mounted L2	$17.28	$17.10
Non-Residential	Non-Networked Outside Wall Mounted L2	$18.08	$17.91
Non-Residential	Networked – Gateway Outside Wall Mounted L2	$87.01	$86.31
Non-Residential	Networked – Client Outside Wall Mounted L2	$75.11	$74.57

DCFC– Rate Design (10-Year Asset Life)

Customer Class	Equipment Type	DEC-SC	DEP-SC
Non-Residential	24 kW Outside Wall Mounted - Networked	$434.43	$429.64
Non-Residential	50 kW Pad Mounted – Networked	$669.79	$662.40
Non-Residential	75 kW Pad Mounted – Networked	$935.69	$924.93
Non-Residential	100 kW Pad Mounted – Networked	$1,324.08	$1,308.40
Non-Residential	150 kW Pad Mounted – Networked	$1,614.97	$1,595.61

Mounting Options

Customer Class	Equipment Type	DEC-SC	DEP-SC
Residential	L2 Outdoor Charger Mount	$6.70	$6.62
Non-Residential	L2 Universal Pedestal	$16.47	$16.30
Non-Residential	30ft Standard Wood Pole	$7.22	$4.87
Non-Residential	Standard Bollard	$8.15	$7.98
Non-Residential	Cable Management	$13.74	$13.60

		DEC-SC	DEP-SC
Extra Facilities Fee (Service Regulations):		1.00%	1.00%
EVSE Extra Facilities Fee Rate:		1.90%	1.90%
After Hours Service Charge (7 PM to 7 AM):		$77	$77
Cost of Removal Fees (Customer Requested Removal or Moving Fees):	L2 - Residential	$77	$77
	L2 - Non-Residential	$117	$117
	DCFC	Cost of removal or move calculated per job	Cost of removal or move calculated per job